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23. The restraint system according to claim 13, wherein the shoulder- and neck cap, provided with a flange (10.12f), is adjustable in width by rotating a bolt (10.6a) in a threaded hole of the flange (10.12f).

5 24. The restraint system equipped with the shoulder- and neck holder and with vibration-dampening energy absorbers according to claim 13, further comprising at least one vibration-dampening energy absorber (30, 40, 50), which consists of  
a retaining element (31, 41, 51), serving as a member of a seat frame, generally representing a seat-cushion- or seat backrest frame, and  
at least one clamping element (32, 32.1 to 32.n, 42, 42.1 to 42.n, 52, 52.1 to 52.n),  
10 connected to the buckle assembly of the seat by means of at least one control-wire (37, 47, 57), biased, arranged along the retaining element and provided with sites of predetermined fracture (s), which have at least one threshold value.

25. The restraint system according to claim 24, wherein the retaining element is integrated into the seat frame.

15 26. The restraint system according to claim 24, wherein the clamping element has open and tube-shaped profile.

27. The restraint system according to claim 24, wherein the retaining element is tube-shaped.

20 28. The restraint system according to claim 24, wherein a longitudinal rib (41.1, 51.1) is arranged to the retaining element.

29. The restraint system according to claim 28, wherein both edges of the clamping element are loosely guided by the longitudinal rib in longitudinal direction.

30. The restraint system according to claim 28, wherein a stop element (41.3) is arranged to the longitudinal rib.

25 31. The restraint system according to claim 28, wherein the thickness of the longitudinal rib increases in longitudinal direction, in which the clamping element moves.

32. The restraint system according to claim 24, wherein the clamping element is cone-shaped.

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33. The restraint system according to claim 24, wherein the retaining element (51) is cone-shaped.

34. The restraint system according to claim 24, wherein at least one stop pin (46, 46.1 to 46.n) is laterally arranged to the retaining element, where the stop pin blocks a movement  
5 of the clamping element, thus resulting in fracture of the sites of predetermined fracture.

35. The restraint system according to claim 24, wherein contact surfaces of the retaining element have arbitrary friction coefficients ( $\mu_0$ ).

36. The restraint system according to claim 24, wherein contact surfaces of the retaining element are provided with a soundproofing material (83).

10 37. The restraint system according to claim 24, wherein contact surfaces of the clamping element have arbitrary friction coefficients ( $\mu_0$ ).

38. The restraint system according to claim 24, wherein contact surfaces of the clamping element are provided with a soundproofing material (83).

15 39. The restraint system according to claim 29, wherein end portions of a complementary wires (37a1), connected to the control-wire (37), are inserted into both cylinder-shaped edges (37c1) of the clamping elements (32) and secured by clamping the cylinder-shaped edges (37c1).

40. The restraint system according to claim 24, wherein the clamping element is provided with a pair of ribs, whereto several pairs of adjusting holes ( $L_1$  to  $L_n$ ) are arranged.

20 41. The restraint system according to claim 24, wherein a set of vibration-dampening energy absorbers comprises the retaining element, at least one stop pin, at least one stop element, one control-clamping element, connected to the control-wire, and complementary clamping elements with/without sites of predetermined fracture, where all clamping elements, arranged along the retaining element, are tautly, less tautly and/or loosely  
25 connected to each other by means of complementary wires.

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42. An energy-absorbing, vibration-dampening device according to claim 41, comprising a couple member (1.2a, 1.2b) and the sets of vibration-dampening energy absorbers, the control-wires of which are tautly, less tautly and/or loosely connected to the couple member.

5      43. The restraint system according to claim 42, wherein a guide piece (4.7a), fastened to the seat frame, has  
a pair of engaging parts (4.10a), form-locking connected to the corresponding apertures of  
a housing (4.8a) of the buckle assembly; and  
a recess (4.5a) to loosely guide a tie band (1.1a), having a first and second end connected  
10      to the buckle assembly and the couple member.

44. The restraint system according to claim 42, wherein a guide piece (4.7b), fastened to the seat frame, has  
a pair of engaging parts (4.10b), form-locking connected to the corresponding apertures of  
a housing (4.8b) of the buckle assembly; and  
15      a longitudinal groove (4.5b) to loosely guide a tie band (1.1b), having a first and second  
end connected to the buckle assembly and the couple member.

45. The restraint system according to claim 42, wherein a housing (4.8c), movable along a pair of tubes (27.3) of the seat backrest frame and latchable thereon, has  
an aperture to receive an engaging part (4.10c) of the buckle assembly, through a hole  
20      (2.3) of which a wire is protruded and both end portions of the wire, serving as tie  
bands, are secured by a mutual bracket (1.7); and  
two holes (4.5c) to loosely guide the tie bands, connected to the couple members.

46. The restraint system according to claim 3, wherein the buckle assembly of the seat belt  
has a master release button (84),  
25      provided with release wires connecting to electrical motors (4.2b) of release buttons of the  
pairs of buckle assemblies of the seat backrest, to one of which the latch plates of the  
shoulder holder are plug-in connected;  
where the master release button (84), when depressed, disengages all the latch plates of the  
shoulder holder and seat belt.

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47. The restraint system according to claim 13, wherein the buckle assembly of the seat belt has a master release button (84),

provided with release cables (4.2) connecting to release buttons of the pairs of buckle assemblies of the seat backrest, to one of which the latch plates of the shoulder- and neck holder are plug-in connected;

where the master release button (84), when depressed, disengages all the latch plates of the shoulder- and neck holder and seat belt.

48. The restraint system according to claim 46, wherein the shoulder holder is attached to the seat for the purpose of storage and detachable therefrom by depressing a release button (87a to 87c) of the seat.

49. The restraint system according to claim 47, wherein the shoulder- and neck holder is attached to the seat for the purpose of storage and detachable therefrom by depressing a release button of the seat.

50. An energy-absorbing, vibration-dampening safety seat according to claim 49, wherein sets of vibration-dampening energy absorbers, the seat belt, holder and seat are integrated into a safety adult-seat;

which is transformed into a safety child-seat when a detachable front portion of the seat cushion (3.1a) serves as a shoulder- and neck holder (10a), the latch plates of which are plug-in connected to one of the pairs of buckle assemblies (18a / 19a to 18n / 19n) of the seat backrest, to restrain shoulders and a neck of a belted child and the space thereof is exploited to accommodate legs of the child sitting on the rear portion thereof; where the safety child-seat can be converted back into the safety adult-seat.

51. An energy-absorbing, vibration-dampening safety baby-cot according to claim 50, wherein

the safety child-seat is transformed into a safety baby-cot when the seat backrest is flipped downwards;

where the safety baby-cot can directly be converted back either into the safety child-seat or into the safety adult-seat.

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52. The restraint system according to claim 47, wherein  
a common release button (840), located on the seat cushion, is provided with release  
cables (4.2) connecting to release buttons of the pairs of buckle assemblies of the seat  
backrest, to one of which the latch plates of the shoulder- and neck holder are plug-in  
5 connected;  
where the common release button (840), when depressed, disengages the latch plates of  
the shoulder- and neck holder while the passenger remains belted.

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